

## CENTRAL INTELLIGENCE AGENCY

## 25X1 INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	East Germany	REPORT NO.	<input type="text"/>	25X1
SUBJECT	General Construction Plans of the Rügen Island Harbor Project	DATE DISTR.	15 April 1953	
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SOURCE:

General

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1.

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Large scale construction at the above harbors was brought almost to a standstill and the planning for the Rügen Project proceeded with vigor.

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It became obvious during October through December 1952 that the large Rügen Harbor construction project would be carried through at the greatest possible speed. The importance and magnitude of the Project is apparent from the 1953 appropriations for the construction program:

<u>Construction</u>	<u>Appropriations (in Ost Marks)</u>
Canal	70,000,000
Outer harbor	50,000,000
Shipyards	2,000,000
Town	10,750,000
Town, social bldgs.	2,000,000
Town projects	500,000
Fishing harbor	5,000,000
Storages	1,000,000
Ferry project	500,000
Tank storage	5,000,000
Penal and labor camps	3,500,000
Roads and tracks	6,000,000
Investment of the Bau Union, North, machinery & instruments	4,750,000
	<u>161,000,000</u>
In addition about 15% reserve funds	<u>19,000,000</u>
Total	180,000,000

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The 1953-54 Program

4. The construction of the entire project will require about 12 years while the first stage construction should be ready

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for use towards the end of 1954. This estimate, i.e., "end of 1945", is contingent upon the completion of the canal. The canal is scheduled to be completed in its full width and depth except for the entrance and exit, which will have a 6-meter depth and a 60-meter width, by 1 May 1954. [redacted] this plan cannot be met by 1 May 1954, the probable condition of the various objects at the end of 1954 is described below.

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- a. By the end of 1954 the opening of the canal would allow larger merchant vessels to reach the natural roadstead "Grosser Jasmunder Bodden" (average depth 0 6.50 meters "u.M.W.").

In case the "cold war" politics developed into a war, transports could find refuge here on their route to Wismar, Rostock and other ports. Antiaircraft guns and fighter protection could be established comparatively easily on the island.

- Construction of the air field installations is scheduled to commence in the autumn of 1953.
- b. By the end of 1954, construction of the eastern mole with the oil harbor basin in the outer harbor should have progressed to a stage where small tankers could discharge oil and small naval units could fuel. Completion of the entire outer harbor will not be possible prior to 1957. Construction of the oil storage will commence in 1953 and work will be hastened with all means. Therefore, the installations required for a makeshift operation will be ready by the end of 1954.
- c. The so-called fishing harbor to the east of the canal exit will be commenced in 1953. The 5,000,000 Ost Marks for this project have already been made available. Due to the agglomeration of excavation work during 1953, sufficient excavating and dredging equipment was not available for a larger construction goal for this particular project.

At least 20,000,000 Ost Marks will be included in the Budget plan for 1954 toward the completion of the first stage construction in the fishing harbor. It is believed that by the end of 1954 several hundred running meters of modern pier installations will be available for vessels up to 6-meters draft. At that time transshipment (troops, equipment, supplies, etc) can be readily effected since the government railroad has already commenced with the construction of a normal gauge railroad line via Sagard to the north.

- d. In the budget for 1953, 6,000,000 Ost Marks have been made available for the construction of roads and tracks. A similar amount will have to be made available during 1954. Should the problem of obtaining tracks be solved, the following connections will exist by the end of 1954.
- (1) Normal gauge railroad line from Bergen via Trent and the bridge (today the Wittow ferry) to Arkona. The bridge is to be constructed during the years 1953-1954.
  - (2) Connection to the southern tip of the Bug peninsula.

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- (3) Connection to Glowe and the ferry at the southern part of the canal.
- (4) Connection of the ferry, the fishing harbor, the eastern mole and the oil depot to the new railroad line north of Sagard.

The above traffic prerequisites are necessary for the construction of the following projects:

Heavy gun batteries near Cape Arkona;  
Heavy gun batteries on the northern promontory of Hiddensee;  
Heavy gun batteries near Stubbenkammer;  
Harbor construction at the southern promontory of the Bug peninsula;  
Seaplane base Bug;  
Temporary Storage west of Glows; and  
Ordnance and main equipment depot in the Gingsterheide.

- e. It is already planned that in 1953 work will be started on the main ammunition depot near Lietzow. The project will be completed by the end of 1954 to such an extent that ammunition can be stored here for supplying vessels in the fishing harbor.
- f. For the year 1953, 12,500,000 Ost Marks have been made available for the construction of 600 apartments near Sagard. While it is intended to perform only design and other preparatory work for the shipyard project in 1953, construction of the apartments is to be speeded up to house the construction laborers who will be involved in this project as of 1954. It is designed to accommodate 10 persons in each apartment i.e., about 5,000 persons in total.
- 5. It will be possible to complete the above mentioned projects by the end of 1954.
- 6. Recruiting of labor offered no particular difficulty at the time of my departure. By the middle of January 1953 about 3,600 personnel were employed at the construction site. These included:
  - a. 1,500 civilian workers - housed in newly constructed quarters.
  - b. 750 civilian workers - commuting daily by railroad or in trucks.
  - c. 1,000 penal laborers with 350 guard personnel - housed in a new camp.
- 7. In the summer of 1953 the camps will be expanded to house an additional 1,000 civilian workers and 2,000 penal laborers. Since the temporary buildings were for the most part already available at the construction site, about 7,000 workers will be made available by the summer of 1953. However, great difficulties were soon encountered in filling the leading technical positions. It will be very difficult to obtain a sufficient number of highly trained technical personnel.
- 8. In 1953 many plants and shipyards will supply small and large instruments to the Bau Union North. The construction site will be sufficiently supplied with equipment although the delivery

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date for some of the equipment will be delayed. In case considerable difficulty is encountered, other plants will have to relinquish equipment as did the government railroad and the lignite mines, which were obliged to hand over heavy duty freight cars (for railroad tracks and other goods). If required, some equipment will also be made available by the Soviet Union - such as crawl excavators (Schreibagger), transportation means, trucks, car dumpers, etc. [redacted] 25X1

9. No decisive difficulty is expected in the procurement of the necessary heavy equipment. The General Management Shipping has already received the order and has allotted funds for projecting the dredging and for the construction of dredges, scourers, lighters, tugs, etc. by various shipyards. With regard to the construction material, the requirements for the years 1953 and 1954 will in general be available. The mole construction is possible since a type of construction was developed wherein no steel sheet piling is required. The requirement for round steel is small. A factory in Frankfurt/Oder is slated to supply cement. No difficulties are expected here. Only the tracks which are required, will not be available from new production. If necessary, the tracks will be dismantled from existing railroad lines. 25X1

10. [redacted]

Point 1 Outer Harbor [also see Enclosure (B)]

West Side

The 1953 construction program includes the completion of the western shore wall to the 5-meter water line. The shore-end of the mole will be constructed monolithic to the 1-meter water line. The other part will be built in the block-type construction, various cement block shapes with the same weight - 55 tons.

The cement block factory is under construction; movable installation rigs (cranes) are under construction in the Abus plant and will be ready for operation in April 1953.

The actual western mole will have a width of about 16 meters and about 450 meters in length. The same types of cement blocks as used in the shore extension and reinforcement construction will be used both on the seaward and the shoreside of the mole. The mole will be strengthened by reinforced concrete partitions

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every 4-6 meters and in its length the mole will be connected by reinforced concrete beams. [See Enclosure (C) which shows cross section mole construction.] The lifting devices developed for the shore reinforcement construction are not suitable for the mole construction. Therefore, a 60-ton portal jib crane for the block setting is under construction.

Since steel sheet pilings are not available, the shore embankments of the harbor installations will also be built in cement block construction system. With exception of the mole heads, no technical construction or material difficulties will be encountered.

The construction program for 1953 includes also the construction harbor (Bauhafen) which will be used for berthing dredges, tubs, etc. Other installations in the western section will be projected at a later date. The soil required for filling the mole and built-up areas in the outer harbor will be obtained with ordinary and suction-type dredges. Part of the soil excavated from the canal will also be used.

When the outer harbor project was planned the Soviets demanded that two berths for large vessels be included. They were to be 200 meters long with a draft of 12 meters. The facilities at these berths were to permit very quick transshipment of all possible goods. A birds-eye view of the mole shows the following transport facilities:

Mooring quay (mooring rings, ladders, etc.)  
 First crane rail (Portal jib crane)  
 Standard gauge railroad tracks  
 Second crane rail  
 Standard gauge railroad tracks  
 One-lane road  
 One-pedestrian way  
 Mole parapet

Total width is 16 meters. [From inside to the outside, see Enclosure (C).]

#### Turning Basin

##### Requirements:

Width of entrance	300 meters
Diameter	600 meters
Draft	12 meters below water level
Dredging	1,700,000 cubic meters

#### Program for 1953

8,000,000 Ost Marks are available for the projecting and construction of the required equipment. The dredge (Warnemuende - new) will arrive in April 1953 to support the mole construction, in the east.

#### Program for 1954

Excavating of the northern entrance to the canal with a width of 50 meters and a draft of 6 meters. Excavating the chalk mixed with big stones will be

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difficult but the work can be performed. The dredged soil cannot be washed away but will be dumped at sea.

#### Fuel Harbors (east part)

The east part takes priority over the west part because 1) the fuel harbor is needed and 2) the eastern mole protects the entrance against eastwinds and ice while the Arkona peninsula offers protection in the northwest.

All mooring places will be equipped with facilities for discharging and receiving oil. Aircraft gasoline can be transhipped from tank cars. The fuel harbors will be equipped with all necessary fire protection devices.

#### Point 2

#### Canal [also see Enclosure (E)]

Excavation work began on 1 January 1953. Except for small finishing jobs, the canal is supposed to be completed on 1 May 1954. A total of 5,700,000 cubic meters of soil will be moved. However, I feel that in spite of all efforts, the canal construction will not be completed until autumn-winter of 1954. The entrance from the north and exit to the south will be dredged to only 6 meters in the first stage of construction. Further increase of the canal depth will be necessary only at a time when the shipyard installations in the Bodden are completed. The chalk and clay earth formation here makes it definitely possible to carry on dry excavation with the use of pumps.

The existing highway (Sagard - Altenkirchen) will be cut by the canal east of Glowe. A structure to channel electrical, telephone and other cables underneath the canal will be erected at this location.

#### Point 3

#### Ferry Crossing [also see Enclosure (D)]

It is technically impossible to establish the ferries in the vicinity of the highway; therefore they are slated to cross the canal near the southern exit. It is planned that two ferries, one railroad ferry, capable of carrying two railroad cars of the largest type, and one vehicle and passenger ferry will be used. A small harbor west of the canal exit will serve as a base for the ferries. All ferries and ferry docks will be constructed in a manner permitting the interchange of the ferries on all ferry routes on Ruegen Island.

#### Point 4

#### Fuel Storage

The first fuel tanks will begin 700 meters from the eastern mole. This area is restricted. The entire storage area will be divided into groups of four tanks each. The tanks in the individual groups will be placed on the corners of a 50-meter square area. The groups will be placed 200 meters apart. The first stage construction includes only the first group nearest the eastern mole. All tanks are subterranean with about 8-meters cover. Tunnels will

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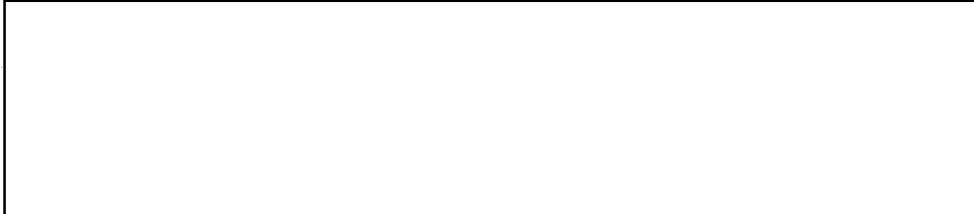
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lead all oil lines and communication facilities to the fuel harbor. It is planned that the first stage construction will make it possible to store around 6,000 tons of diesel, fuel and lubricant oil. A rail-road connection between the main line and the fuel storage area is in the planning stage.

Point 5. So-called Fishing Harbor /See also Enclosure (D)/

After checking the possibilities of expanding the facilities at Sassnitz, it was decided that it would not be feasible. Therefore,

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- a. A draft of 6 meters should also be projected for the northern and southern sides.
- b. The proposed construction of a marginal wharf was not approved. Solid quays are to be planned everywhere with complete rail connection and crane installations.
- c. Upon opening of the canal, the first berths should be ready in this harbor. Fixed date: 300 running meters on 1 May 1954. Also stated was the fact that repair facilities for certain vessels /definitely submarines/ should be included in this harbor installation. The ferry situation was also approved.

Point 6. Town

Quarters for the construction laborers will be built in 1953 north of Sagard. The laborers will be employed in 1954 in the construction of the shipyard.

Point 7. Laborers Camp (Civilian)

Capable of housing 1,500 persons. Will be expanded to accommodate 3,000 by the end of 1953.

Point 8. Penal Labor Camp

Capable of accommodating 1,500 penal workers. Will also be expanded to house 3,000 persons by the end of 1953. In addition, quarters for 500 guard personnel are required.

Point 9. Transit Warehouses

Point 9a

40,000 square meters above ground. When the western mole in the outer harbor is completed (end of 1956 - 57) the increased facilities would speed up the loading and discharging of large transport vessels. The planned traffic installations would not be sufficient.

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to overcome the piling up of cargo. Therefore, the goods would necessarily have to be placed in transit warehouses. A small docking facility (depth - 6 meters) is planned south of the transit warehouses in order to permit the use of water transportation of stored goods.

Point 10 Seaplane Station Bug

Formerly a German seaplane base. Six month of reconstruction work would be sufficient for establishing temporary flight traffic. All hangars and quarters were dismantled.

Point 11 Harbor Installation for Small Units (4-meters draft)

To serve MTB's and minesweepers. The advantage of this installation would be that the small vessels would not overload the canal unnecessarily by their continuous entering and departing. A repair base /Point 11a/ is to be projected for these units. A ferry route to supply the installations on Hiddensee from this location /Point 11b/ will be built.

Point 12 Hiddensee

A ferry with the necessary installations will be included in the planning.

Point 13 Airfield near Trent

An airfield for fighter planes and other types with all necessary installations, will be erected at this location. Also shown is a small harbor installation /Point 13a/ to berth necessary vessels.

Point 14 Bridge across the Breetzer Bodden

A normal gauge railroad line will be laid from Bergen to the Bug peninsula, Arkona and Glowe. A bridge across the Breetzer Bodden north of Trent has already been planned. The bridge was planned to carry a road and a single track railroad line. The overhead is to be of sufficient height to permit the passing of vessels up to 4-meters draft.

Point 15 Ordnance and Equipment Depot

Storage space of 150,000 square meters of which half is located below the earth. It will be constructed similar to the German naval depot north of Doemitz/lower Elbe.

Point 16 Small Shipyard

This shipyard will approximate the Warnow Shipyard in size.

Point 17 Construction of a Large Shipyard

When the project plans for a shipyard were ordered, it was stipulated that its capacity should be equal to the combined capacity of the large shipyard, Blohm & Voss and of all other Hamburg shipyards. A large situation plan /Enclosure (F)/ was drawn up and served as planning basis for the union "Technologie of the Technical Council" (Technologie des Technischen Rates) (sic).

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The shipyard will be divided into three sections:

- a. Repair Yard - Dry docks for 12-meters draft can be constructed in this location.
- b. Equipment section - Old and new outfitting will be carried out.
- c. New Construction Yard - With the possibility of constructing building ways and graving docks

Point 18 Berths

The possibility exists of establishing destroyer berths (6-meters depth) by using the soil dredged from the shipyard to fill up the foundation.

Point 19 Quartermaster Storage

40,000 square meters of storage space for uniforms, food, general equipment, etc.

Point 20 Fleet Staff

Buildings to accommodate the military headquarters.

Point 21 Small Fuel Storage (under construction)

For fuel oil: maximum storage about 10 tank cars.

Point 22 Dwasieden

A large part of a modern German naval school located at Dwasieden was destroyed. Reconstruction of this school has been started. Schools will be established here for submarine crews, naval construction battalions, etc.

Point 23 Depot near Lietzow

Subterranean ammunition storage space of 50,000 square meters. An existing contour elevation will be used to establish the main ammunition depot of Ruegenhafen. Loading facilities for shipping by water can be established along the canal /Point 24/ and within the mole installation /Point 26/. Construction will commence in 1953.

Point 24 Southern Canal

Later on, those units stationed in the southern sector of the entire installation will arrive and depart via this canal. Width at the bottom of the canal is 60 meters with a draft of 8 meters below sea level.

Point 25 Bridging of the Canal near Lietzow

Both the road and railroad line will be shifted to the north, laid next to each other, and will cross the canal at a suitable elevation. An earth-dam will be built on the east side of the canal in order to bring the elevation up to that on the west side. Construction of a swinging or drawbridge cannot be avoided.

Point 26 Mole Construction near Prora

The sea side of the southern canal will be protected by symmetrical moles. The mole heads will have to extend into the sea to the natural 8-meter water line. A turning basin with a diameter of 500 meters

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and a draft of 8 meters must be established within the moles. Loading facilities and a small harbor basin to serve the Lietzow ammunition depot will be built at the shore-end of the northern mole.

Point 27 Bridge or Ferry, Prora

To be able to supply the army units stationed in the former Prora "Kraft durch Freude" spa and its environs, the road and railroad line have to cross the canal approximately on their present course. To my knowledge, it still has to be decided whether a bridge or ferry will be constructed; however, in all probability it will be a ferry.

Point 28 Tank Storage at the Kleiner Jasmunder Bodden

An additional (subterranean) tank storage is planned along the west side of the Kleiner Bodden to supply the vessels berthed at the naval base. Railroad connection is necessary and can be constructed comparatively easily.

Point 29 Roadstead

A uniform water depth of 8 meters has to be obtained by mud dredging. The required measurements of the roadstead in the Grosse Jasmunder Bodden had not yet been established. The anchorage can be considered as good.

Point 30 So-called Commerce Harbor

Extensive harbor installations are planned for the southern part of the Grosser Bodden. Berths will be built here for all vessels including heavy cruisers. In addition, mooring places for training vessels of the artillery and torpedo schools will be provided. Installations for loading or discharging of torpedoes, ammunition, mines, etc., will be constructed along the western quay. Storage shafts will be built into the so-called Black Mountains (Schwarze Berge), located a little further south.

Point 31 Breakwater

The breakwater to protect the southern harbor installation from heavy seas during northwest winds, will be built from piled-up concrete blocks. The two passages will be marked by lights.

Point 32 Pens for Small Vessels /Beyond doubt submarines/

No details were as yet given for planning purposes. I presumed that a subterranean shipyard with extensive repair facilities will be constructed.

Point 33 Proposed Pen Locations

The same construction for the pens for small vessels /Point 32/ is planned.

Point 34 Barracks Area

Large barracks will be constructed in this area.

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Point 35 School Construction Site

Various naval schools will be erected in this area although I do not know for which specialties.

Point 36 Residence Area

Under construction; civilian employees who work in the naval installations located to the south will be accommodated here.

Point 37 Hospitals

Hospitals and a convalescence home will be established in this beautiful landscape.

Point 38 Bridge Construction

A similar bridge to be constructed southeast of the existing Ruegendamm.

Point 39 Ferry near Stahlbrode

The existing ferry installations will be expanded to permit the operation of two ferries, one railroad ferry and one car and passenger ferry. Since it is intended to interconnect all railroad systems on Ruegen, it will be possible to reach any of the different parts of the island from any of the bridges or ferries.

In detail

- a. Ruegendamm - one railroad track, two-lane roads.
- b. Altefaehr - ferry for railroad and road traffic.  
Old installations are still useable.
- c. Bridge southeast of Ruegendamm - to be constructed.
- d. Ferry near Stahlbrode - installation available for operating a car and passenger ferry; railroad ferry has to be constructed.

11. The Bau Union will only be engaged in laying the traffic connections (railroad line and road) to the construction projects on Hiddensee, Cape Arkona (Kap Arkona), and Stubbenkammer A, B and C respectively on Part A, Enclosure (A) 7. Work on the building projects themselves will be performed by Soviet Navy and Army construction battalions. Soviet troops have been quartered near Cape Arkona since the summer of 1952.

12.   Comments:   this report   gives only a general overall picture of the construction plans for Ruegen Island with particular emphasis, however, on the projects which have been planned for the next few years. In subsequent reports, there will be presented complete data on the considerations affecting the overall planning for Ruegen, together with full information on the cost and details of each project.

In spite of the fact that this entire undertaking is receiving priority treatment, it appears that Ruegen will be of little value as an operational base before the fall of 1954. From then on, however, "Ruegenhafen" will rapidly gain in importance. The source of this report believes that by 1957 the project will be sufficiently advanced in operational capabilities to permit, for example, extensive troop movements and other transshipment activities in one night of sufficient scope to mount an amphibious operation for landing in West Germany or Scandinavia.

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Apparently the USSR does not count on the possibility of an imminent and peaceful unification of Germany, for it can hardly be thought that the USSR would permit this "Malta" of the Baltic to be controlled by any other nation. In this connection it is interesting that source states that many East Germans worked with great zeal for the Rugen project because they believed that some day it would belong to Germany.

ENCLOSURE (A): General Plan of Ruegen Harbor Project (Parts A and B)

ENCLOSURE (B): Outer Harbor Plan

ENCLOSURE (C): Cross Section Mole Construction

ENCLOSURE (D): Plan of Canal and So-called Fishing Harbor  
(FischereiHafen)

ENCLOSURE (E): Cross Section of the Canal

ENCLOSURE (F): Plan Showing Outer Harbor, Canal, Fishing Harbor,  
Shipyard, and Commerce Harbor.

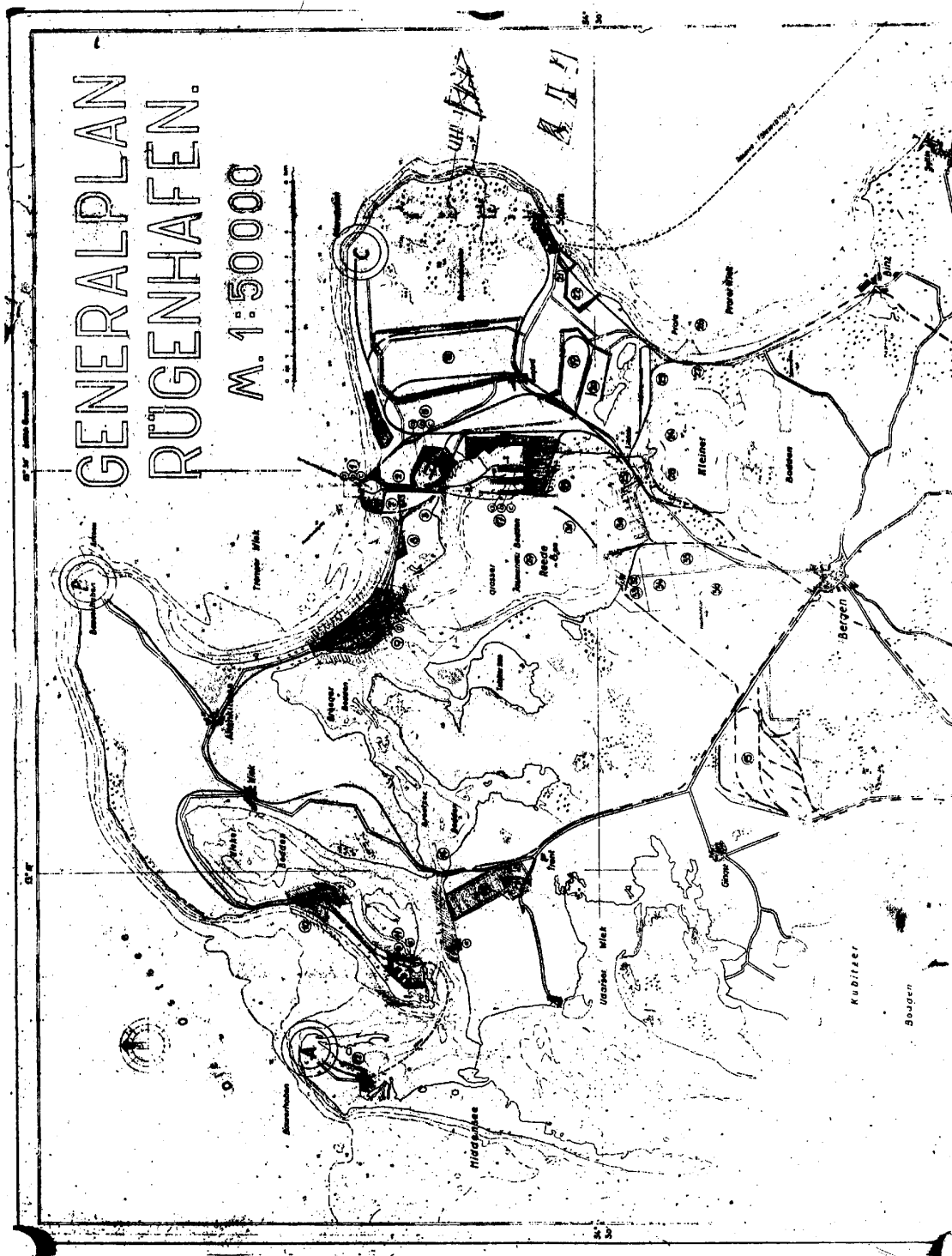
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General Plan of the  
Ruegen Harbor Project

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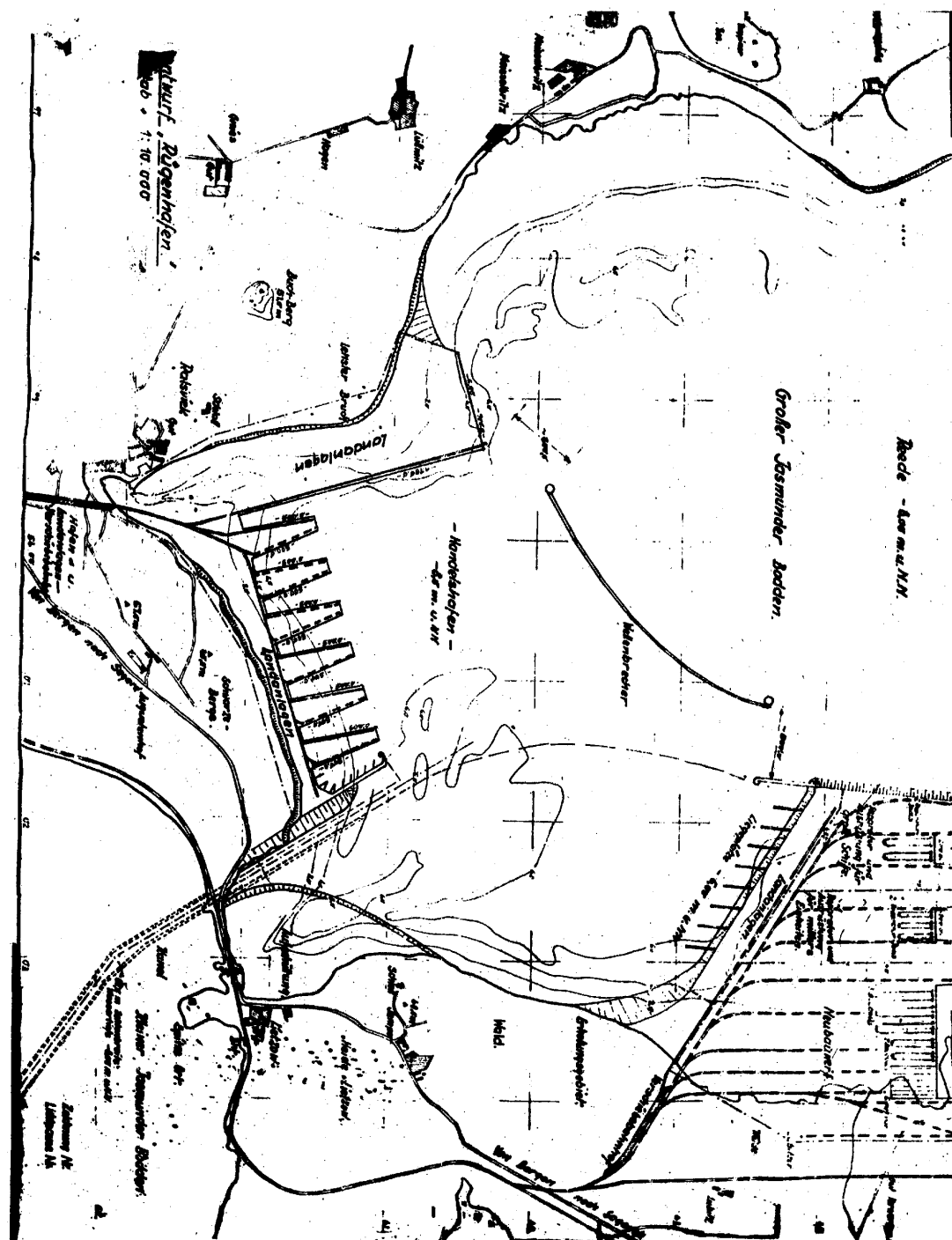


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Plan showing Water Harbor, Canal  
Fishing Harbor, Shipyard and  
Commerce Harbor

Enclosure (F) page 2  
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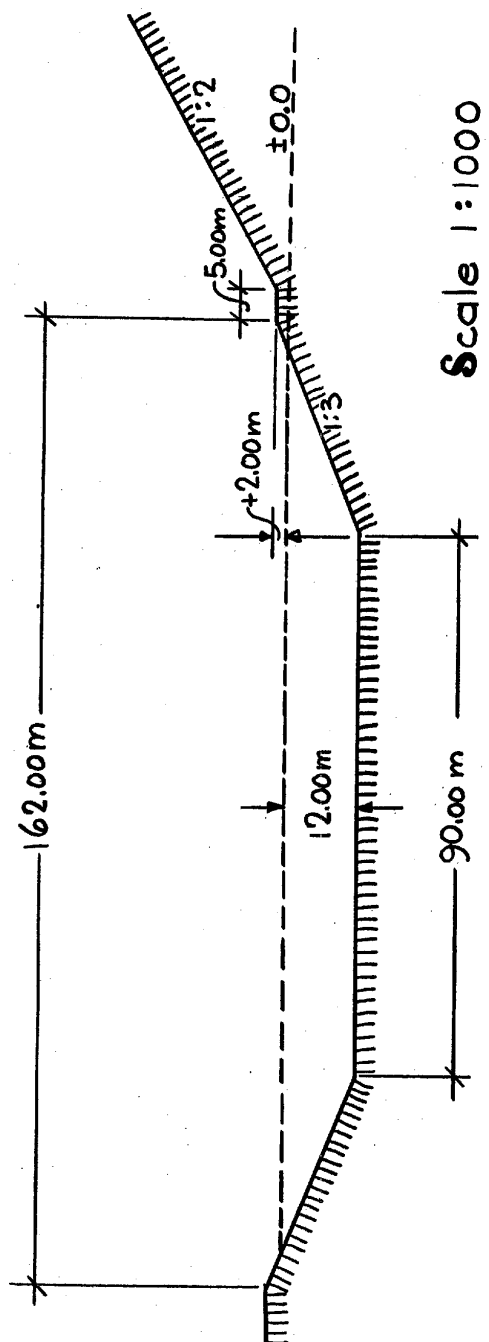
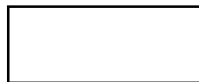
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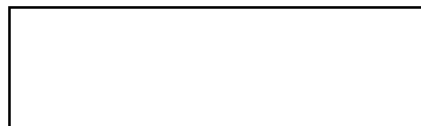


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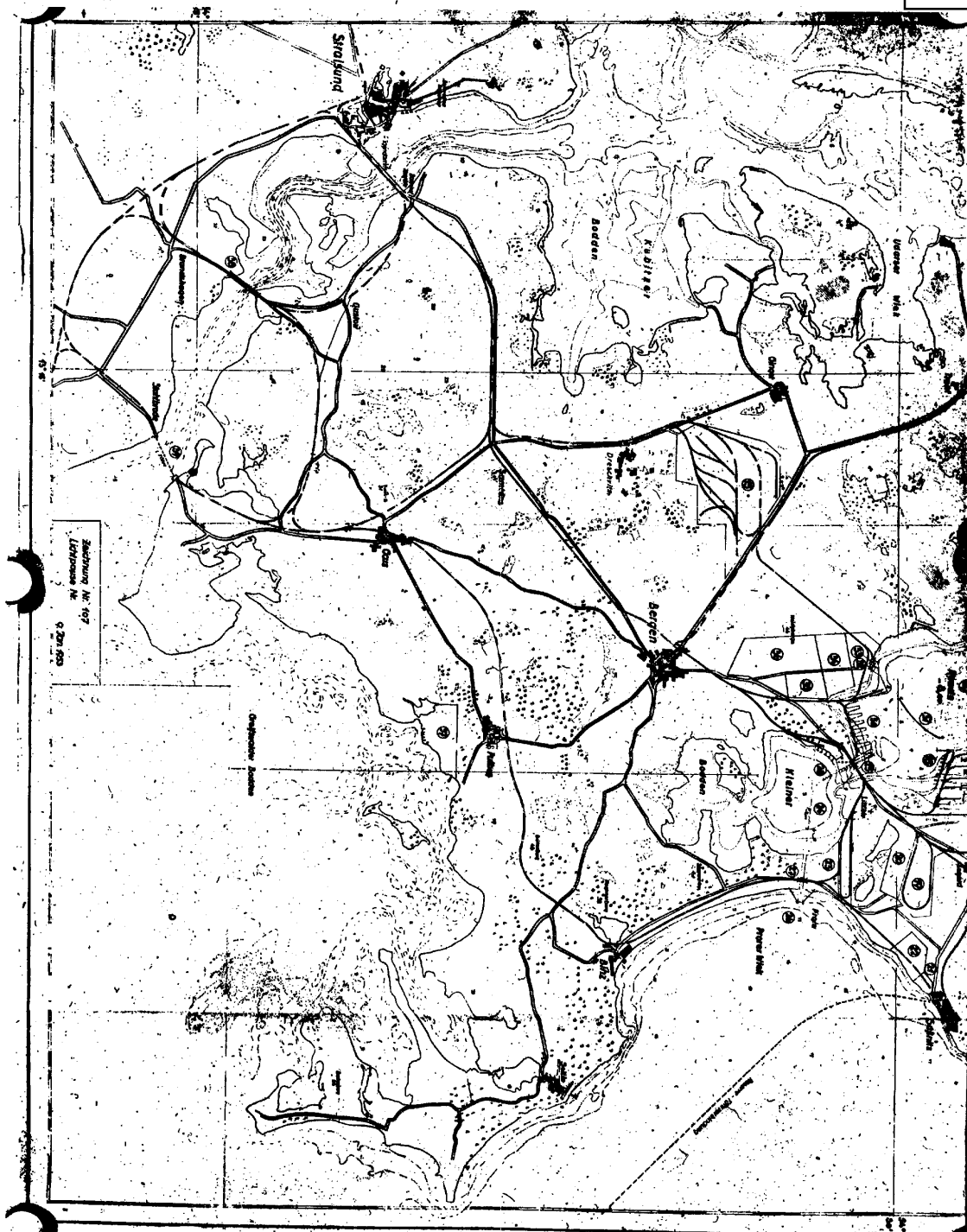
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Enclosure (A) page 2  
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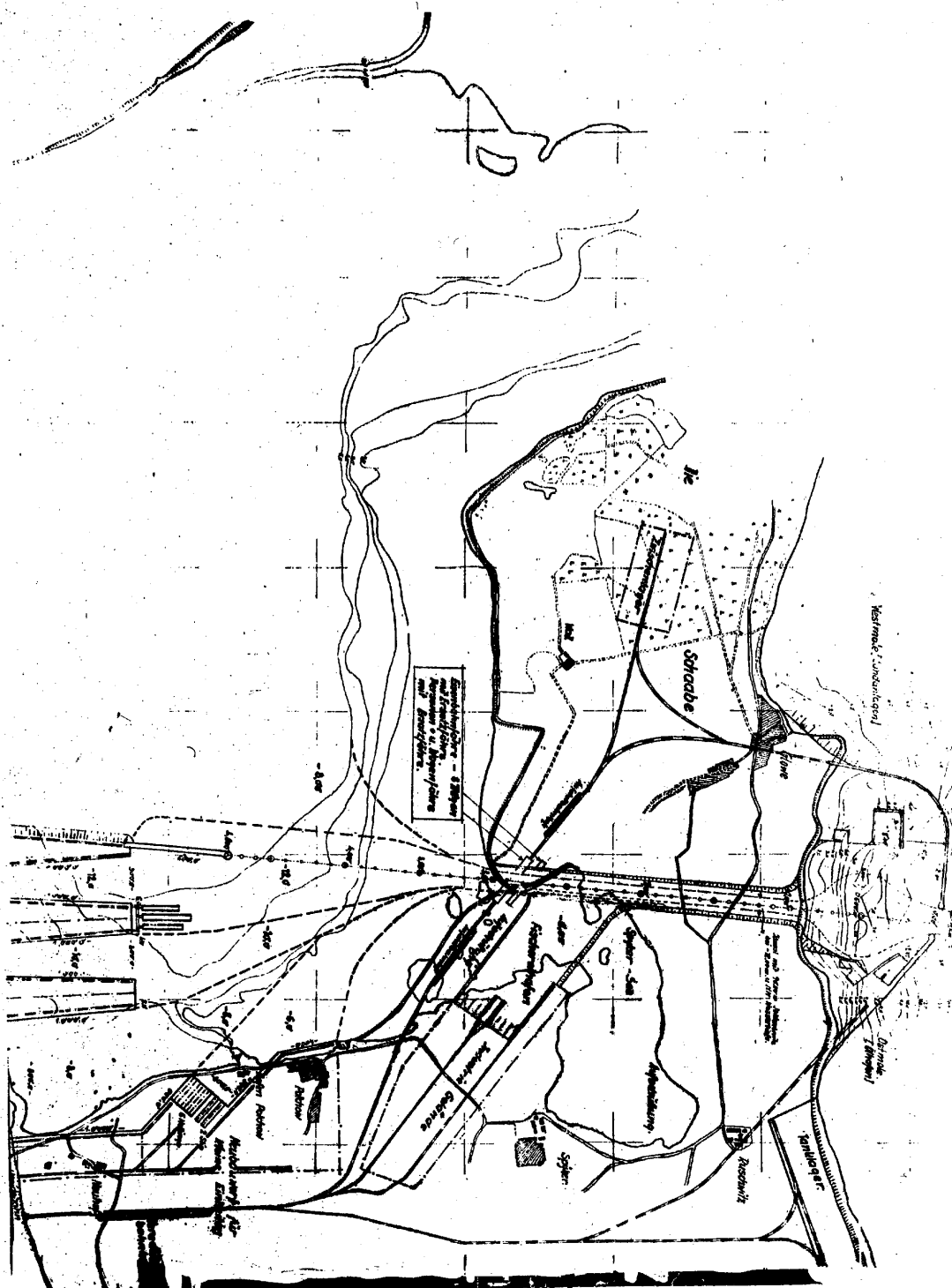
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*Plan showing Outer Harbor, Canal,  
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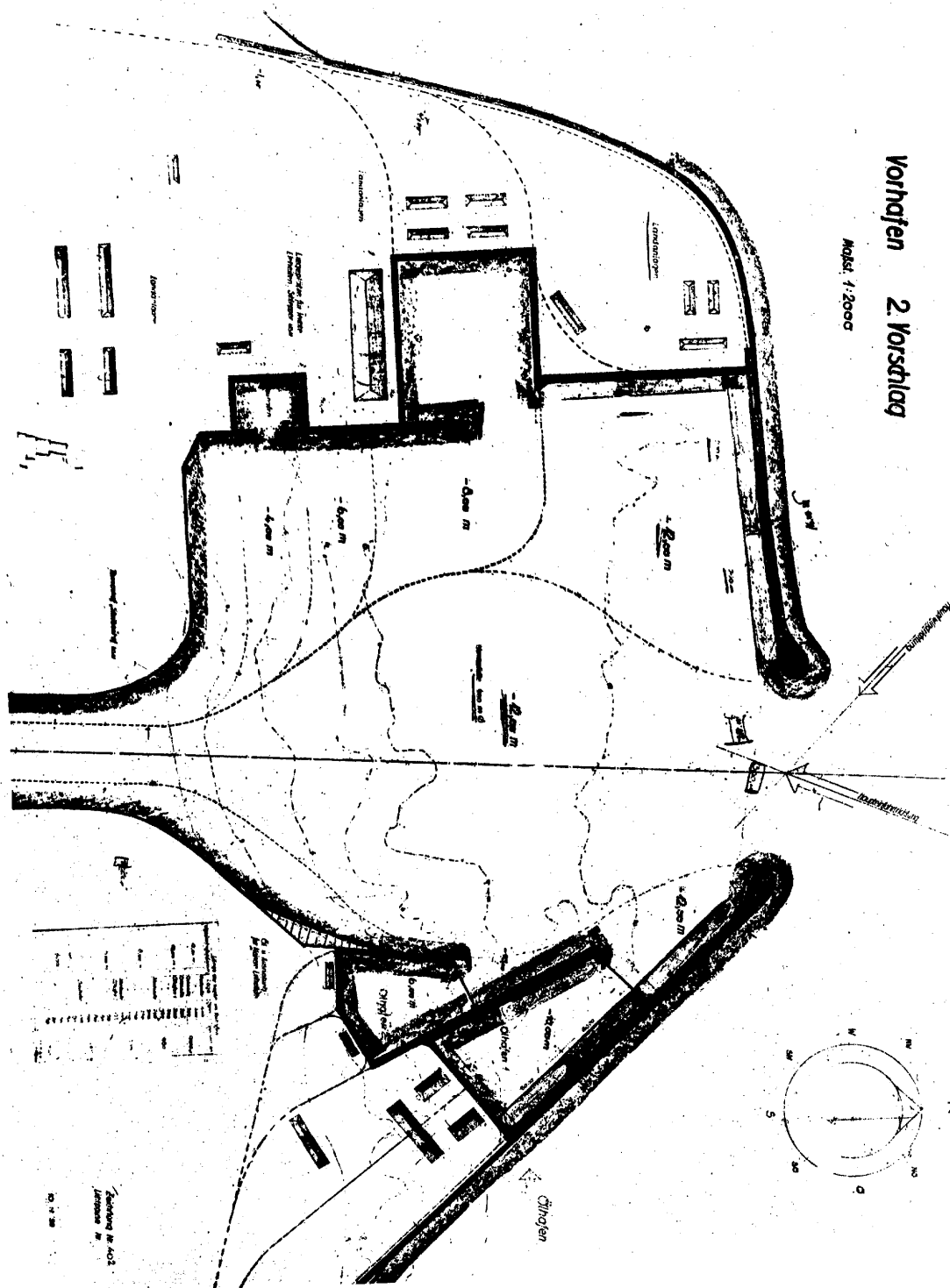
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*Outer Harbor Plan*

*Enclosure (B)*  
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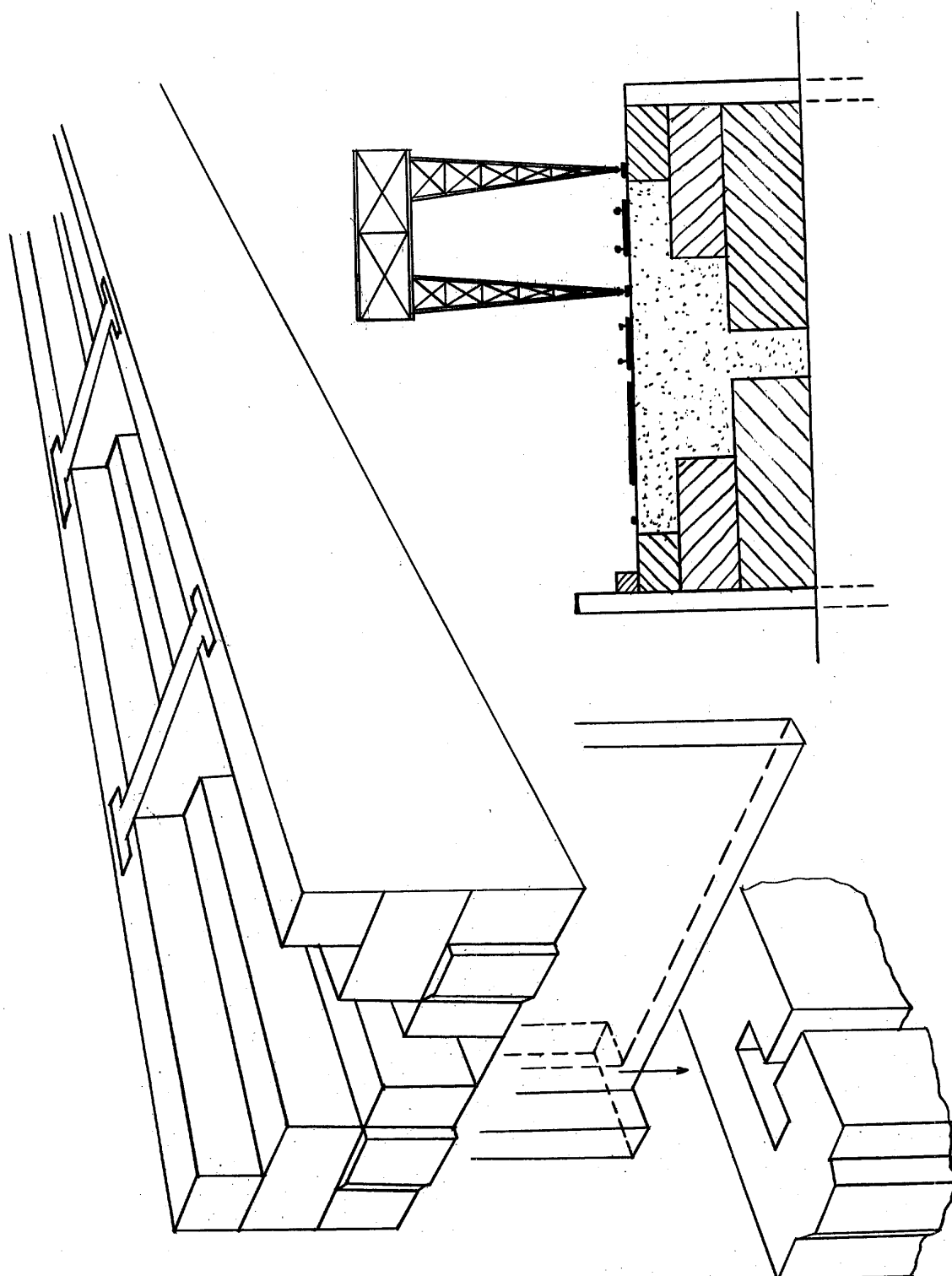
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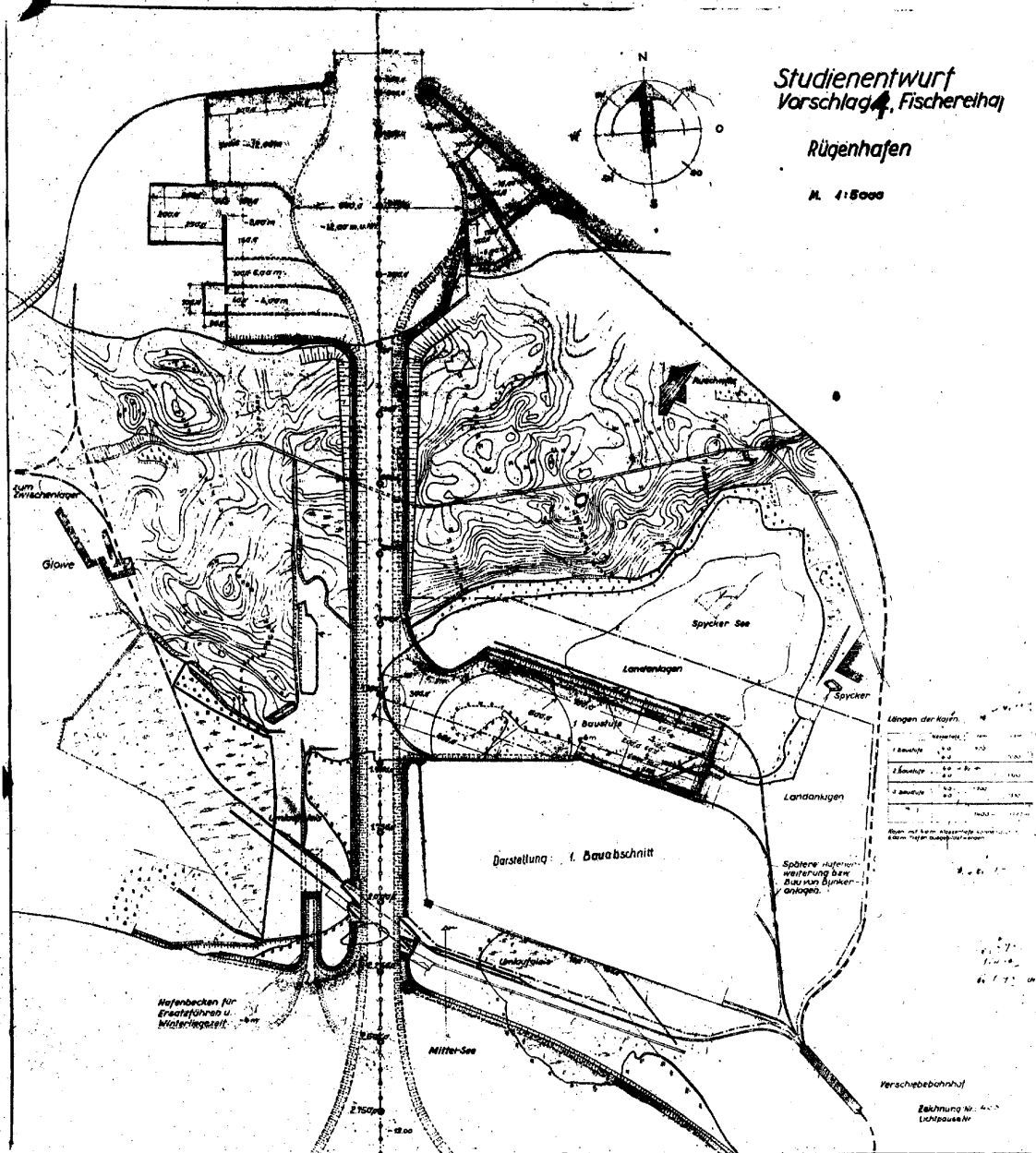
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Plan of Canal and so-called  
Fishing Harbor (Fischereihafen)



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